

CLASSIFICATION SECRET 25X1
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 COUNTRY Rumania REPORT NO.
 TOPIC Shipyard Installations in Galati
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 EVALUATION PLACE OBTAINED 25X1
 DATE OF CONTENT March to 16 October 1949
 25X1
 DATE OBTAINED DATE PREPARED 3 November 1950
 25X1
 REFERENCES 260
150
 PAGES 3 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto
 REMARKS 25X1
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Sovrom-Transport Shipyard

JOB 53-103

1. The shipyard of Sovrom-Transport (Soviet-Rumanian Transport Company) is on the Danube east of Galati near the old harbor. It covered an area of about 500x400 meters. (1) Part of the machine-tools used in the shipyard came from Germany as dismantled goods. A railway spur connected the shipyard with the Galati railroad station. Small lorries running on narrow-gauge tracks were used for traffic within the shipyard. There are roads connecting the shipyard with the Galati railroad station and Strada Salupeii. The shipyard had its own steam power station, which produced enough current to supply the adjacent district of the town in case of emergency. There were two generators; one was in operation during the day, the other during the night.
2. Officials of the shipyard were as follows:

General manager: Trunin, (fnu), a Soviet, speaks good Rumanian, aged 46, height about 1.82 meters, pock-marked face.

Managing engineer: Engineer Aronovici, (fnu), a Rumanian Jew, aged 42.

Head of the lathe shop: Engineer Nicolau, (fnu).

Head of the machine-tool supervision: Master mechanic Roman (fmu).

total number allegedly was 15. They were hated by the workmen for their brutality. The yard employed 7,000 to 8,000 workers including 300 female workers and 200 women working as office workers and officials. The first shift extended from 6 a.m. to 2 p.m.; the second shift from 2 p.m. to 10 p.m. There was a break for meals only for apprentices. The shipyard had 600 to 700 apprentices who had their own school and a home in town. (2). The workmen were paid on the basis of prescribed quotas according to the piece-per-hour rate system. The monthly wages and salaries were:

skilled worker	6,000 to 10,000 Lei
engineer	10,000 to 12,000 Lei
general manager	45,000 Lei
apprentice	5 Lei per hour

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CLASSIFICATION
Document No. [redacted]
No Change In Class. ☐
☐ Declassified
Class. Changed To: TS S C
Auth.: HR 70-2
Approved For Release 2003/08/11 : CIA-RDP82-00457R006
Date: 6 Jun 1979 By: [redacted]

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25X1

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2

25X1

As of October 1949 footwear and work dress was issued only to apprentices but no longer to workmen. All workmen were discontented; there were frequent cases of sabotage, but these were un-organized and severely punished.

3. The Sovrom-Transport shipyard concentrated on the construction of new vessels for the Danube. On 16 October 1949, the following vessels were under construction in the shipyard: seven tugs of the Horia type, five or six tugs of a newer type, four or five river tank barges of 2,000 tons and allegedly 30 fishing vessels. The Horia-type tugs had a 600 HP engine, a length of 30 meters, a beam of 7 meters, and a draught of 1.4/1.6 meters. Work on these tugs was started in August 1949, and by 16 October 1949 the Crisan was ready to be launched, and it was planned to launch the next vessel in the spring of 1950 and to complete the remainder by autumn 1950. The newer type tugs under construction had a 400 HP engine, a length of 25 meters, a beam of 5 meters, and twin screws. Of this type of tug, the Horia and the Closca had already been put into the service of the Sovrom-Transport by 16 October. (3) Of the river tank barges under construction, one was already being fitted out by October 1949. These barges, which were for the Soviets, were allegedly priced at 10 million Lei, apiece. The speed at which fishing vessels were built at the Sovrom-Transport shipyard had been increased considerably. It took two months to build one fishing vessel. [redacted] these vessels were unstable. 25X1 They had a copper covered hull, a crew of 12, a length of 10 meters, and a beam of 4 meters. In addition, [redacted] the vessels had an unidentified gear which could be swung overboard and was capable of being magnetized (ausschwenkbare, magnetisierbare Bruecke). [redacted] the vessel's 25X1 hull was de-gaussed. (4) 25X1
4. Repair work on Danube vessels was also carried out at the shipyard, and on 16 October 1949, three tow barges were on the slip in the old harbor. However, Rumanian ships frequently underwent repair in foreign shipyards. For example, the 300-HP steam tug Astralchan was repaired in Budapest, and the tug Cernicov was repaired in Kornenburg (P 49/S 30). The Sovrom-Transport Shipyard also produces ship propellers and mechanical replacement parts. As a result of the high quota and close supervision the prescribed output is reached, at least as far as quantity is concerned. Quality, however, is inferior because of hasty work and the workmen's lack of interest due to low wages.
5. The shipyard was surrounded by a concrete wall. The gate was guarded by two door-keepers.

November 7-Shipyard

6. The November 7-Shipyard is on the Danube River, east of Sovrom-Transport Shipyard. The shipyard has always been a government shipyard. Formerly an arsenal of the Rumanian Navy, it is now used for civilian purposes. It covers an area of about 500x300 meters. Opposite to the Galati railroad station branch off in front of the Sovrom-Transport Yard. The only gate to the November 7-Shipyard is on the Strada Salupel. [redacted] no indications that the November 7 Yard was under Soviet control. [redacted] the number of workers at 2,000 or 3,000. (5) 25X1
7. The following vessels were under repair in the November 7 Yard on 15 March 1949.
 - a. Rumanian passenger steamer Borcea which was sunk during the war and later raised. She was finished in April 1949, except for her interior installations. (6)
 - b. Rumanian gunboat Dunareea (7)
 - c. Rumanian naval tug Commandor Paun (8).

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25X1

3
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Work on these vessels had not been finished by October 1949, although the work should have been completed long before. As a result of the excessive output quotas, work had to be speeded up to such a degree as to make impossible any kind of careful work. Consequently continuous trouble during the trials entailed repeated repair work. Rumanian destroyer Marasesti was also berthed at the shipyard, her crew was aboard, but the breech mechanism of the guns had been delivered to the Soviets. No work on this ship was observed. (9)

8. River tugs of 600 HP were observed under construction of 15 March 1949. These tugs built for the Soviets were about 20 meters long. For these the Soviets supplied German six-cylinder engines "LM 5 Motorenbau 531". Workmen stated that every three months one vessel would be finished. One tug was ready on 15 March 1949 and another tug was to be launched late in October 1949. It is not known whether another one was finished in the summer of 1949 as was scheduled. Eight-hundred-ton Danube barges were also built in the shipyard. Three were under construction in the summer of 1949.
9. The shipyard was guarded by civilians who did not carry arms or at least did not show them. They had red arm bands with a yellow "P" (meaning "paza" - guard). They were reliable party members who underwent special training either with the security police or the militia.

Comments.

- (1) For installations of the Sovrom-Transport Yard see the sketch and legend in Annex 1. For installations of the November-7-Shipyard see the sketch and legend in Annex 2.
- (2) This figure is undoubtedly exaggerated six or eight times. An industrial plant of the size and with the installations described here can hardly employ more than 500 or at most 600 workers per shift, even in case of very low efficiency of most of the workers.
- (3) The names for the newly built tugs mentioned here (Crisan, Horia and Closca) were also given as names of PT boats of the Rumanian Navy. Furthermore the name used for the designation of the first type also occurs as the individual name of a vessel of the second type which is already in commission. Although such coincidences are not entirely impossible, they raise serious doubts.
- (4) These so-called fishing vessels may be mine sweepers but the statements are so vague that it is not possible to determine the kind and size of the vessels.
- (5) Even in case of very poor efficiency on the part of the workers the number seems to be over-estimated more than twice.
- (6) The Borcea is now plying between Braila and Galati.
- (7) The Dunarea was sunk during the war.
- (8)
- (9) Probably the Marasesti, the only destroyer left to Rumania.

- 2 Annexes: (1) Shipyard Installations in Galati.
(2) Shipyard Installations in Galati.

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